PROJECT STUDY REPORT
(TAM Regional Roads)

Responsible Agency: Mill Valley
Project Name: Miller Avenue – Camino Alto to Throckmorton Avenue

1. **Transportation Project Description**
   There are three phases of the project for which funding is being requested.

   1) Funding for the completion of the Miller Avenue Precise Plan (MAPP) and the Environmental Impact Report (EIR) for that plan. While the MAPP addresses many facets of the built environment, major components of the plan are: a) the transportation objective – to create a multi-modal street that supports various forms of transportation (bicycle, transit, walking, and auto); and b) the streetscape objective – to create safe street crossings and comfortable sidewalks with a variety of pedestrian amenities to support active living spaces and add character to Mill Valley. A number of proposed policies in the attached Draft MAPP specifically address the implementation of these objectives.

   Currently, we are reviewing the Citizens Advisory Committee (CAC) Draft Plan with the Planning Commission (PC) and soliciting bid proposals for the EIR for the Plan. Five public hearings have been conducted this spring and summer with the PC to insure they are in agreement with the recommended CAC policies of the Plan prior to beginning the EIR. Request for Proposals (RFPs) have been sent to a number of environmental consultants and we are in the process of evaluating the bid proposals.

   2) Update of the City's Circulation Element of the General Plan including review and analysis of the major intersections and proposed roadway, bicycle, pedestrian, transit and streetscape improvements of the Miller Avenue Corridor as it relates to the Miller Avenue Plan.

   3) Funding for the first proposed implementation project, which would consist of pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk facilities.

2. **Roadway name – Location:**
   Miller Avenue from Camino Alto to Throckmorton Avenue, Marin County, City of Mill Valley, California

3. **Description of Project Limits**
   Miller Avenue from the intersection with Camino Alto northwest to the intersection with Throckmorton Avenue (terminus.)

   Net Length: 1.4 miles

4. **Condition of Existing Facility**
   (Provide a brief description of the roadway segments, including functional class, condition of distress, pavement class, and bike and pedestrian facilities. Repeat information for each homogeneous segment):

Miller Avenue is an arterial street with an average-weighted PCI of 58. The asphalt pavement is deteriorating due to heavy traffic use, including truck traffic. Miller Ave is the sole truck route to get into Mill Valley. The road has not been resurfaced in about 20 years. Successive overlays have created a crowning problem, where the center of the road is significantly higher than the edge of pavement. This has created the existing bike lanes to have a cross section that is unusable by bicyclists.

5. Major Roadway Performance Criteria
(from TAC / MPWA evaluation matrix**)**

Condition of roadway	51
Average daily traffic	20,122
Transit frequency	2,665
Bicycle and pedestrian activity	E/E
School access	two
Accident history	4.8

6. Environmental Status

Environmental Document Type (CEQA**)** EIR
(NEPA) N/A
Status
Bids for the EIR have been received are under review.

Anticipated Completion Date: Fall 2008 for the Plan and EIR adoption.
June 2010 for the construction.

Environmental Issues (including anticipated Resource Agency permits):

It is anticipated that the EIR to be prepared will be a Program EIR which will provide an environmental clearance foundation from which future roadway, pedestrian, bicycle and other streetscape improvements under the MAPP can be tiered. Under this type of analysis, future activities such as construction of new pedestrian facilities, bikeways, roadway improvements can be identified as being within the scope of the Program EIR, eliminating the need for additional environmental analysis. Assuming all impacts are identified and mitigated under the Program EIR, a specific improvement would be able to proceed with a Mitigated Negative Declaration prepared in house.

Key issues to be analyzed in the Program EIR include:

- Circulation and Safety;
- Urban Design of the Streetscape – evaluation of the key streetscape amenities that will provide for a more inviting and comfortable pedestrian environment;
- Air Quality - including modeling of the project related traffic;
- Noise – including long term impacts caused by the potential increased traffic noise from implementation;

- Hydrology/Water Quality – including potential to increase the rate and amount of storm water runoff from the construction of roads, parking areas, and sidewalk related improvements;
- Alternative Analysis ; and
- Mitigation Monitoring.

During construction of improvements Water Quality and Air Quality impacts are anticipated. These could be analyzed as part of Negative Declaration on the individual project based on information from the Program EIR. The proposed project will likely be an improvement to pedestrian and bicycle safety, as well as aesthetics. The proposed project may require a National Pollution Discharge Elimination System Permit for Construction Activity from the Regional Water Quality Control Board if paving (impervious surface) added to previously unpaved areas (pervious surface).

7. Scheduling

Project Component	Start Date	Estimated Completion
Environmental Studies and Permits	Oct. 2006	Oct. 2008
Plans, Specifications, and Estimate	July 2008	June 2009
Right of Way Acquisition	July 2007	July 2008
Construction	July 2009	June 2010

8. Roadway Geometric Information

Will this project change existing geometrics? Yes X No _____
If no, skip this section.

Facility	Minimum Curve Radius	Through Traffic Lanes		Paved Shoulder Width		Median
		No. of Lanes	Lane Width	Left	Right	Width
*Existing	> 500 ft	4	12 ft.	0 – 8 ft.	0 – 8 ft.	0 – 70 ft.
**Proposed	TBD	TBD	TBD	TBD	TBD	TBD
***Local Stds.						

* Enter EXISTING information (Expand as needed, for varied geometrics.)
** Enter PROPOSED information (Expand as needed, for varied geometrics.)
*** If local Standards are not being met, briefly explain why:

9. Structure Information

Is bridge rehabilitation work included in this project? Yes _____ No X
If no, skip this section.
If yes, describe:

10. Drainage Information

Is culvert and/or inlet work included in the project? Yes __X___ No _____

Proposed replacement of deteriorated culverts.

11. Utility coordination information

Provide information about any upcoming utility projects in the project area. Provide information about any utility re-locations required as part of this project.

None known at this time.

12. Multi-Modal and Safety Related Considerations

These will be analyzed in both the Program EIR and within the specific analysis of the Miller Avenue corridor improvements in the Circulation Element Update of the General Plan.

According to the Marin County Transportation Sales Tax Expenditure Plan, Strategy 3, potential roadway, bikeway, sidewalk, and pathway improvements may include:

- Bike/pedestrian path construction and maintenance of bike/pedestrian paths
- Pavement and drainage maintenance, including signage and striping
- Signalization and channelization to improve traffic flow and safety at key intersections
- Transit and traffic flow improvements to eliminate conflicts between buses and cars
- Transportation Systems Management and Demand Management projects that make the most of our infrastructure investments
- Improvements to reduce the response times for emergency vehicles and improve safety
- Sidewalk and crosswalk construction and maintenance, and other pedestrian infrastructure improvements to safety and mobility
- Accessibility improvements to make our streets and roads usable by all

As discussed in the Expenditure Plan, each major road project will be required to consider the needs of all roadway users. Where feasible, locally defined bicycle and pedestrian projects will be implemented at the time a roadway is improved. Improvements could include striping and signing for bicycle lanes and bikeways, sidewalk improvements, curb ramps, and other accessibility and safety improvements.

Please discuss, in the following three sections, considerations for multi-modal and safety-related improvements as a part of the regional road maintenance project.

a. Bicycle Facilities: Describe bicycle-related improvements considered as a part of the project (refer to adopted bicycle master plans, bicycle pathway classification (I, II or III) and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

The Program EIR will analyze the proposed bicycle improvements of the MAPP and Circulation Element and discuss potential impacts and mitigations. Implementation will

include lowering the center crown sufficiently to create a network of usable and safer Class II bikeways on both sides of the road. In addition, median parking may be reconsidered, turn lanes may be included, and parking on shoulder may be prohibited to create wider sidewalks and contiguous bike lanes.

b. Safety Improvements: Describe safety-related improvements considered as a part of the project (refer to collision statistics, traffic volumes, roadway functional classification and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

The Program EIR will analyze the proposed safety improvements of the MAPP and Circulation Element and discuss potential impacts and mitigations including review of the pedestrian traffic and accident history at mid-block crosswalks. The project may include construction to increase driver awareness of need to yield to pedestrians by installing bulb-outs or raised intersections, for example.

c. Pedestrian and Disabled Persons Facilities: Describe pedestrian and ADA-related improvements considered as a part of the project (refer to pedestrian master plans, ADA transition plans, school and transit access considerations, and other information, as appropriate). Discuss whether these improvements are feasible and indicate if they could or could not be included as a part of the project. If not, state why.

The Program EIR will analyze pedestrian and disabled persons facilities and improvements of the MAPP and the Circulation Element and discuss potential impacts and mitigations. Bus stops will be evaluated for any necessary relocations, along with enhancing sidewalk paths of travel and wheelchair accessibility.

13. Description of Project Scope

(Sufficient scope detail should be provided to allow TAM staff to evaluate the reasonableness of the proposed budget and schedule. Provide a brief explanation of how the project was prioritized for funding, including the project benefits, level of public input, response to above considerations and if the project is included in any adopted plans.)

As stated in the Transportation Project Description, the project scope is three parts, the Miller Avenue Precise Plan (MAPP) EIR; the portions of the update to the Circulation Element of the General Plan relating to the roadway, pedestrian, transit, and bicycle improvements proposed for the Miller Avenue Corridor; and the first construction project implementation of the MAPP.

Bids for the EIR work are under review and anticipated to begin in October, 2006 with completion in Fall of 2008. The Circulation Element work is underway.
The first construction implementation project, which includes repaving of Miller Avenue as the asphalt pavement is deteriorating due to heavy passenger vehicle, truck, and bus use, is anticipated in 2009 (Miller Ave is the sole truck route to get into Mill Valley and a major bus route).

The road has not been resurfaced in about 20 years. However, successive overlays have created a crowning problem where the center of the road is significantly higher than the edge of pavement. This has created the existing bike lanes to have a cross section that is unusable by bicyclists. There are gaps in the bike lanes and there arelanes that require riders to go up onto an island, which they then avoid. The design of center parking and service roads has created an inconsistency in the corridor, as well as safety issues that are anticipated to be addressed.

14. Cost Estimate Breakdown

	Cost
ENVIRONMENTAL STUDIES AND PERMITS	$375,000
PLANS, SPECIFICATIONS, AND ESTIMATE	$1,150,000
RIGHT OF WAY	$ 100,000
CONSTRUCTION	$4,765,000
SUBTOTAL	$4,765,000
20% Construction Contingency	$950,000
TOTAL CONSTRUCTION COST (CON + CONTIGENCY)	$5,715,000
Construction Support	$285,000
TOTAL CONSTRUCTION COMPONENT COST	**$6,000,000**

Source: Engineer's estimate attached.
(Attach Detailed Engineer's Estimate, if available)

15. Other Agencies Involved: (Permits/Approvals from California Department of Fish & Game, US Army Corps of Engineers, California Coastal Commission, etc.)
National Pollution Discharge Elimination System (NPDES) Permit for Construction Activity, San Francisco Regional Water Quality Control Board

16. Proposed Funding
Project Phase / Fund Source
Planned funds are funds for which you intend to apply.
Committed funds are funds from sources that have been awarded.

Environmental Studies & Permits Fund Source	Planned	Committed	Total
Local Commitment		$125,000	$125,000
TAM Measure A - Regional	$250,000		$250,000
TAM Measure A - Local			
other			
Total	**$250,000**	**$125,000**	**$375,000**

Plans, Specifications and Estimate Fund Source	Planned	Committed	Total
Local Commitment	$150,000		$150,000
TAM Measure A - Regional	$850,000		$850,000
TAM Measure A - Local			
TDA Bicycle Grant	$150,000		$150,000
other			
Total	**$1,150,000**		**$1,150,000**

Right of Way Acquisition Fund Source	Planned	Committed	Total
Local Commitment			
TAM Measure A - Regional	$100,000		$100,000
TAM Measure A - Local			
other			
other			
Total	**$100,000**		**$100,000**

Construction (including support) Fund Source	Planned	Committed	Total
Local Commitment	$375,000	$125,000	$500,000
TAM Measure A - Regional	$4,000,000		$4,000,000
TAM Measure A - Local	$100,000		$100,000
TEA (Enhancement)	$500,000		$500,000
STP (Rehabilitation)	$655,000		$655,000
BTA Bicycle Funds	$250,000		$250,000
Total	**$5,875,000**	**$125,000**	**$6,000,000**

Total funding (all Phases)	Planned	Committed	Total
Local Commitment	$525,000	250,000	$775,000
TAM Measure A - Regional	$5,200,000		$5,200,000
TAM Measure A - Local	$100,000		$100,000
other	$1,550,000		$1,555,000
other			
Total	**$7,375,000**	**$250,000**	**$7,625,000**

17. List of Attachments

A. Vicinity Map/Strip Map
B. Typical Section(s)
C. PMS Inventory Data (if available)
D. Engineer's Estimate (if available)
E. Draft Miller Avenue Precise Plan Policy Document, Design Guidelines

18. Report Preparation

Prepared by Jill Barnes, Rory Walsh _____ Date April 4, 2006, Amended September 13, 2006 _____

This Project Study Report (TAM Major Roads) has been prepared under the direction of the Public Works Director (or City Engineer) of the City of Mill Valley. The Public Works Director (or City Engineer) attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

_____ _____

Public Works Director/City Engineer *date*